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RESERVISTS LAY ALOFT; MAN WINDJAMMER 'EAGLE'

Sixty enlisted Coast Guard Reservists from Coast Guard Base Alameda, California, are sailing on the graceful white three-masted training bark EAGLE from San Francisco through the Panama Canal to New London, Connecticut. This five-to-six-week cruise is providing the 60 Reservists from Alameda with a unique experience under sail, recalling the romantic days of sailing ships.

Capable of a speed of 17 knots under sail, the 1800-ton auxiliary bark is the Coast Guard Academy's training ship. She was used earlier this summer for the Academy's traditional cadet training cruise. Launched in 1936 at Hamburg, Germany, for Hitler's navy, the square-rigger originally bore the name HORST WESSEL. She served as the German Naval Academy's training ship. After World War II, she came to the United States as a war reparation. Upon her arrival in this country, she was renamed EAGLE—a name borne by a long line of famed Coast Guard Cutters.

The Reserve sailors are learning to handle the lines, winches, and other equipment required to keep the EAGLE in perfect sailing trim. Their life aboard the EAGLE is a vigorous yet satisfying mixture of hard work, team spirit, comradeship and sightseeing.

The EAGLE, boasting a beam of 39.1 ft. and displacement of 1,816 tons, is constructed of tough German steel on the transverse framing principles. All seams are riveted instead of being welded together. Fittings are generally bolted in place.

The crew's quarters are located

see EAGLE on page 2



UNDER SAIL IN THE SPACE AGE—Sixty Reservists from Alameda, California, man the sails of CGC EAGLE for her return cruise to the CG Academy, New London, Connecticut.

forward in the vessel. The ship's galley, scullery, and washrooms are situated under the forecastle. The officers' wardroom and staterooms are below the quarterdeck.

Storerooms and repair shops comprise the platform deck. Engine spaces and fresh water and fuel tanks are found on the hold deck.

The cutter has two full length steel decks, a platform deck between these and a raised forecastle and quarterdeck. The second deck has a three-inch pine surface covered with dextotex.

Main propulsion equipment consists of an eight-cylinder, four-stroke cycle, direct reversing diesel engine. At 580 rpm, the air-started engine is rated at 750 horsepower.

The ship's fresh water system, consisting of eight tanks with a total capacity of 56,140 gals. and an evaporator, turns out some 2,500 gals. of fresh water per day.

And topping her all off, are some 21,350 square feet of sail—enough to keep any veteran sailmaker in stitches any given summer.

Second half of this once-in-a-lifetime cruise will be across the Caribbean during the usual hurricane season. By the time it's over, these young seamen will be molded into hearty "old salts."

Academy Hopefuls Must Act Now

Are you interested? Do you have friends or relatives who are interested in a career as a Coast Guard Officer?

Reservists and civilian high school graduates are eligible to compete for appointments, provided age, education and physical standards are met.

In the past, quite a number of enlisted Reservists have entered and received their commissions from the Coast Guard Academy. There are no geographical quotas nor Congressional appointments; only the highest scorers in competition receive appointments as cadets.

Top hurdle is the College Entrance Examination Test to be given nationally and abroad on 4 December. All applicants must take this specific test so that they will be competing on exactly the same ground. No other College Entrance Examination given later or earlier will be acceptable. This is the same College Board Test which is used for entrance in civilian colleges and universities. Those taking this test for the Coast Guard Academy will compete against each other, but these same scores may be submitted for entrance to other colleges.

Approximately four to five thousand will enter the race for the 250 appointments available at the Academy. About 1000 will finish high enough to qualify. Some of these will be screened out on physicals and interviews with 400 left in the final running. Of these, about 250 will accept appointments and report to the Coast Guard Academy a year from now to start the four-year course that will eventually graduate about half that number into ensigns.

First order of business is to write for a booklet and the application blanks from the Director of Admissions, U.S. Coast Guard Academy, New London, Connecticut, 06320.

To be eligible, you must be single, between 17 and 22 as of 1 July 1966; a high school graduate with three units in English, two in algebra and one in plane geometry; in excellent physical condition and have eyesight at least 20/30 correctible to 20/20.

Be like a postage stamp—Be able to stick to one thing 'til you get where you are going.



GRAVES TROPHY AWARDED — CAPTAIN L. T. HOLLAND, USCGR (Ret) presents the LCDR ROBERT S. GRAVES Memorial Trophy to First Class Fire Fighter WILLIAM M. O'KEEFE. Looking on is LCDR F. X. MORAN, present commanding officer of ORTUPS (0) 03-82317.

YORKTOWN SETS OFF-SEASON TRAINING

Getting the jump on the calendar, the Office of Reserve has published the schedule for off-season active duty for training during fall, winter and spring.

The predicted "off-season" attendance at the various courses being offered at the Reserve Training Center this year is about 900. Six officer courses and eight enlisted courses, plus some enlisted on-the-job training will comprise the off-season program.

Here is the schedule of courses showing the subject, the convening date and in parenthesis the maximum quota assignment for each two-week course. A complete breakdown of off-season quota assignments is found in change 7 to COMDTINST 1571.2B.

OFFICER

Captain of the Port (15)	March 27
Communications Refresher (8)	Jan. 30
Merchant Marine Safety Introduction (6)	Sept. 12; Jan. 2;
	March 27
Merchant Marine Casualty Investigation (6)	Nov. 21; March 13;
	June 5
Navigation Refresher (10)	Jan. 16
Training Officer (11)	Jan. 2

ENLISTED

Boatswain's Mate (28)	Nov. 28; March 13
Engineman (Basic) (20)	Oct. 3; Nov. 28; Jan. 2;
	April 10; May 8
Engineman (Advanced) (20)	Jan. 30
Firefighting (17)	Oct. 24; Feb. 2;
	March 27; April 24
Instructor Training (20)	Oct. 24; March 27
Leadership (13)	Jan. 23; April 10
Port Security (24)	Oct. 10; Nov. 7;
	Jan. 2; April 10
Quartermaster/Signalman (16)	Nov. 28

On-the-job training, or the equivalent is offered for most rates. Full details of this training are outlined in COMDTNOTE 1571 dated 15 March 1965 with quota assignments set forth in change 7 to COMDTINST 1571.2B.

BEST RESERVIST WINS GRAVES TROPHY

Organized Reserve Training Unit ORTUPS (0) 03-82317 held its fourteenth annual Family Day festivities recently in the U.S. Naval Reserve Training Center, 150-74 Sixth Avenue, Whitestone, New York. Highlight of the traditional affair was the awarding of the LCDR Robert S. GRAVES Memorial Trophy to William M. O'KEEFE, F11, as the unit's outstanding enlisted man for the previous year.

O'KEEFE, who is responsible for training the unit's Damage Controlmen (ABC Defense man) is currently under consideration for advancement to chief. The award was made by CAPT Lawrence T. HOLLAND, USCGR (Ret), the first commanding officer of the unit. Also announced during the ceremonies were the pending advancements of James DICKERSON, ENC and Eugene FOTTRELL, FIC to warrant officer, W-1, MACH (G) and BOSN (PS), respectively.

The principal speaker was John M. CANNELLA, Judge of the Federal Court of the Southern District of New York, who is also a commander in the Coast Guard Reserve.

As in the past, relatives and friends of unit members were present for the formal ceremonies, including an inspection of the Company and a tour of the unit's facilities and operations, followed by a buffet and dance.

'SENTINEL' SHOWS UNIT READY

By C. J. Francis, PS1, USCGR

The whole idea was to see how many mistakes would be made; both by the aggressors and the defenders. Well, they certainly weren't disappointed.

The sky showed promise of a good day ahead as the defenders manned their positions. The first order of the day was to search their posts for pre-concealed bombs. One false move, and it would all be over before it began. The men searched carefully, passing over nothing. Elsewhere, small groups of aggressors pondered their initial moves. Their main objective: destroy the defending forces.

World War II? Korea? Viet-Nam? No, this action was taking place at Fort Rodman, New Bedford, Massachusetts, as members of ORTUPS (0) 01-82045 were put through their paces in a mock security problem.

The unit was split into two divisions: the defender force, trained for the job; and the aggressor force, new at it, but surprisingly devious. The purpose of the exercise was to find out, through the mistakes made and

the problems encountered, the areas in which more specialized training was needed. And, mistakes were made. But this was to be expected. However, the men responded to the situation at hand with decisions and dispatch.

It was a test not only for the defenders, who had to respond to the call of emergency, but also a lesson for the aggressors, who now know many of the tactics open to *real* aggressors or infiltrators should activation occur.

The aggressor force, using vehicles, boats and civilians, tried many ways to gain access to the Fort area. Their main target was an underground missile site, the secondary targets were two "ammo" dumps, and a motor vehicle pool. In their effort to reach these objectives, the aggressors resorted to disguises which included uniforms of other branches of the armed services, and civilian clothing. Many fanciful and not a few exotic "weapons" came into play, including frogmen complete with wet suits and other underwater warfare gear.

The defender force, in uniform and identifiable by their white helmets, carried hand weapons only as they patrolled the perimeter of the Fort compound. To maintain contact with the command post at prescribed times, they used portable radiotelephones.

Making the exercise more difficult, and more interesting, the local Army

and Marine Corps Reserve Units also conducted a field problem at the same time, in the same area.

Visitors must have been mildly shocked to find armed Coast Guard personnel halting them at the Fort Rodman main gate and courteously, but firmly, requesting identification from them.

The exercise was not without its lighter touch—the patrolman who was so surprised when he saw the frogman emerge from the water, bomb-laden, that he almost forgot to shoot—the aggressor who was nearly smothered while attempting to sneak into the compound in the trunk of a car. Other instances kept the men talking long after the critique was over.

The finale was a last-ditch suicidal bomb attack on the Command Post. The defenders were shocked to discover that they were dead. In fact, when the smoke cleared everybody was dead, except one defending patrolman who bombed the last aggressor.

The enthusiasm evidenced by both groups was heartening to the umpires who evaluated the proceedings. It was, all in all, a very interesting, extremely stimulating experience, especially for those who found themselves doing battle for the first time, and for the spectators at the fence who stopped to watch the goings on.

It often shows a fine command of language to say nothing.



'PRISONERS OF WAR'—Barbed wire surrounds Coast Guard Reservists as they receive training in enemy methods of brainwashing at simulated Prisoner of War Camp at Fort Ord, California. Training was part of the summer Port Security and Law Enforcement program at CG Base, Alameda, California.

RESERVE DRILL ATTENDANCE

JULY 1965

Officer Average	95.3%
Enlisted Average	87.6%
National Average	88.5%
Highest District	
14th CGD	92.2%

RPA's SELECTED

A Coast Guard board has selected five Reserve lieutenants for active duty careers as Reserve Program Administrators and three jaygees as prospective administrators.

The latter usually go immediately into RPA work but they must be promoted to lieutenant and passed by another selection board in order to win the career designation.

Of the eight officers all are on active duty except the first, who is being offered a recall.

Those selected are Lieutenants Robert A. KUEHN, Joseph T. BRONAUGH, Mark M. POWDERMAKER, Paul R. TAYLOR and Philip C. LANCEY; and Lieutenants (Jaygees) Donald D. HAITHCOCK, Edward W. WIEGAND and William G. VERGE.

ACTIVE SERVICE TO GET ALL ICE DUTY

All five of the Navy's icebreakers will be transferred to the Coast Guard within the next 18 months. When completed, this transfer will mean that all United States icebreakers will be maintained and operated by the Coast Guard.

That is the effect of an agreement recently signed by the secretaries of the Treasury and the Navy.

Details of implementation are being worked out between the Chief of Naval Operations and the Commandant of the Coast Guard. The first to be transferred will be the EDISTO in Boston, Massachusetts, on 20 October.

The ships will have the same home ports and continue on the same assignments. They will, however, have Coast Guard crews instead of Navy crews and will carry the Coast Guard "W" hull numbers.

During the transition, the Navy will put up part of the money for operations and will continue to support the ships to some extent with mooring facilities and helicopters.

The basic reason for the shift is that operations in the far north and in the Antarctic can be more efficient if concentrated in one service than divided between two as at present.

The Navy's five icebreakers are all ocean-going. The Coast Guard has four heavy ones. Three are the ocean-going

NAS, Corpus Christi Trains Port Securitymen

In July and early August, the Coast Guard Reserve in the Eighth Coast Guard District conducted a port security training program for about 80 men at the Naval Air Station, Corpus Christi, Texas. Reservists in this program came from Texas, Louisiana, Alabama, Mississippi and Florida.

CDR C. J. KUKLINSKI, USCGR, officer-in-charge of the summer program, describing the mission of the three 2-week courses as an effort to train men in the policing and protection of shipping ports in the event of national emergency.

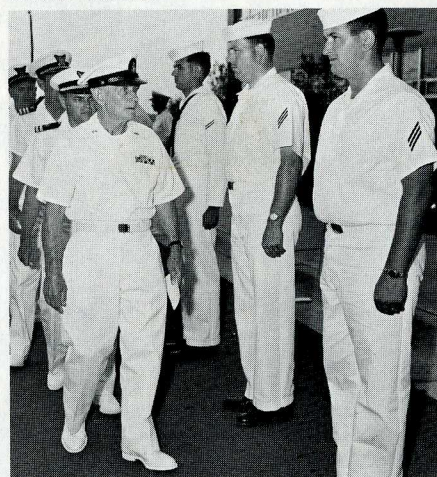
The program included classes in the use of radio equipment, both receiving and transmitting signals, and in the maintenance and repair of ship engines. In the classroom, students learned the rudiments of each skill and then took part in practical exercises on board the Coast Guard Cutters RELIANCE and TRITON.

Other training included the use of small boats, training for beach patrol and the use of fire apparatus.

All classes and exercises were held at the Coast Guard Reserve Center in Building 85 at the Naval Air Station or along the adjacent waterfront, CDR KUKLINSKI said. This arrangement precluded any interference with other military or civilian activities.

The last of the two-week sessions was 2-13 August.

"Wind" class, the NORTHWIND, WESTWIND and EASTWIND. The fourth is the MACKINAW on the Great Lakes.



PLANKOWNER RETIRES—Thomas J. DOWNING, FIC, USCGR-R, a veteran of both World Wars, and a plankowner of ORTUPS 05-82375, Little Creek, Norfolk, Virginia, reviews unit personnel at retirement ceremonies after completion of twenty (20) years of active and inactive service.

'BOOT' TRAINING CUT TO 8 WEEKS

No draftees for the Coast Guard, but training time for "boots" at Cape May and Alameda has been slashed by more than 25 percent. It is predicted that this speed-up, plus good news on the recruiting front for the last two months, will take care of the shortage of seamen in the Regular Service.

The Reserve will benefit by a faster input of men into its various training programs, since all these programs are now being adjusted to the shortened recruit training. Of course, the recent increase in draft calls has aided Reserve recruiting greatly and in many areas enlistments have reached the designated Reserve personnel ceilings.

Firing of the pistol is the only thing that has been completely dropped (at least for the time being) from the course. Everything else the boots used to do, they still do—but less of it, and with shift of emphasis.

They get an hour of drill each day, as compared to an hour and a half before.

Time spent on communications has been slashed, and the emphasis is on radiophone. Semaphore, blinker and code will still be taught, but for less time.

Instruction in boat handling has been reduced, and most of what remains will be on power boats. Pulling boat instruction has been cut drastically.

The curtailed boot training follows a similar move in the Navy, which has gone to nine weeks from the previous eleven.

Cape May now has about 1700 recruits aboard and expects to have 2400 at the peak. Getting the men out sooner helps the undermanned sea and shore stations, and it will also help prevent overcrowding of the training stations.

Everyone stamps his own value on himself.

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